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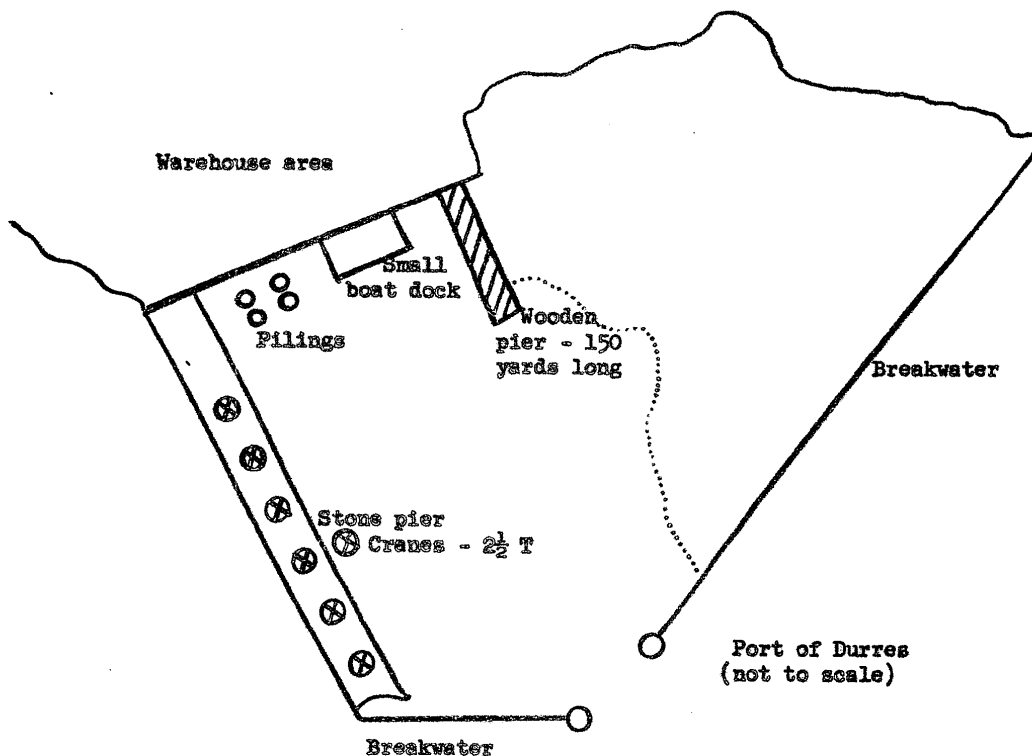
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5. Port facilities consists of one stone pier, one wooden pier and one small wooden dock. [see sketch below]



The stone pier [redacted] is sufficiently large to accommodate three large ships, or from four to five smaller ones. At the time of our visit there was an old-type, two funnel, Soviet combination passenger-freighter vessel between three thousand to four thousand tons tied up at the wooden pier and one Soviet eight thousand ton freighter and two smaller freighters [redacted] at the stone pier. Offshore, a large 10 thousand ton [redacted] freighter was discharging grain. The Soviet freighter discharged cement and food items and did not load any cargo. The Soviet combination passenger-freight vessel took two days to discharge its cargo, during which time the area around the pier was closed off. [redacted] the MS Szeged, first tied up to the wooden pier and then moved to the stone pier for loading.

6. The port conditions [redacted] very bad and the Albanians have done nothing to improve them. There are no pipes to the harbor area for drinking water and thus there is no available water supply for ships. There are also no oil bunkering facilities. [redacted] There is but one repair yard in the entire port and that is used to repair small wooden fishing boats. The wooden pier and the dock are quite small and are in very bad condition. The pier is about 150 yards in length and possibly 15 to 20 feet in width, barely wide enough for two trucks.

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7. There are no unloading facilities on the wooden pier. However, on the stone pier there are six mobile Hungarian-made cranes, each with a capacity of 2½ tons. Loading could be quite rapid at the stone pier and vessels can be loaded at a maximum rate of 1,500 tons per day. It took us two weeks to discharge and to load our cargo of scrap iron; one of the major reasons for this delay was that the workers were very bad and slow. The longshoremen appeared to be without practice and were more or less like gypsies; they were very slow in their working habits.

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8. [redacted] Durres [redacted] appeared to be in just as bad a condition as the port. It was very run-down and quite decrepit and I found it to be extremely dirty. At the city's one hotel I found there was much difficulty in obtaining good drinking water and in receiving sufficient room heat. Prices seemed to be very expensive as, for example, a worker would spend a month's pay to obtain one used shirt. I saw no new construction ashore and the castle, indicated on the chart of Durres Roadstead, is now a museum. The local railroad appeared to also be in bad condition. I saw only two or three steam locomotives and there appeared to be no diesels in service. The passenger cars also appeared to be in bad shape and some were without windows.

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9. [redacted] Tirane, the capital of Albania, by automobile. It is a distance of about 30 miles between the two cities and it took about one hour's travel time for the trip. I found the road to be in very bad condition. It is paved with stone, two lanes in width, and one can travel but very slowly over it. The city of Tirane appeared, like Durres, to be in poor condition and very dirty. I saw no new construction while in the city and there was nothing apparent of a military nature. On the way into Tirane we drove by the International Airfield on which there were two Soviet transport-type airplanes. I did not see any military aircraft nor any antiaircraft emplacements surrounding it.

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